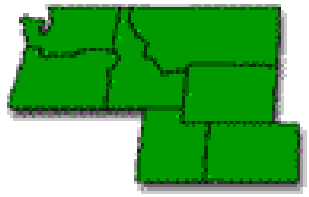
Federal Aviation Administration



2015 NORTHWEST MOUNTAIN REGIONAL AIRPORT PLAN

19th Edition

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Cover Photos courtesy of:
Denver ADO – Southwest at DIA
Helena ADO – Sun Valley
Renton Municipal Airport
Seattle ADO – Newport, Ore

Disclaimer: Although our planning has encouraged the pursuit of achieving the RAP initiatives and national objectives, there are no guarantees for specific project approvals, or grant support for the projects described in this RAP. National directives and the availability of federal funds will influence schedules and project accomplishment. Nevertheless, we will work within available resources to help sponsors make steady and measurable improvements in the airport system for the benefit of its users.

FOREWORD

We are pleased to present this ***19th edition of the Northwest Mountain Regional Airport Plan*** (RAP). The RAP is our way of communicating to our stakeholders our view of airport development priorities that support FAA regional and national objectives.

The Northwest Mountain Region remains on the cutting edge of implementing not only the safest system of airports in the nation, but also preparing our airports to gain from the latest emerging technologies.

Transportation by air is vital to our economy. The airports within the Northwest Mountain Region transported more than 68 million passengers and accommodated more than 6.7 billion landed tons of cargo last year. The Northwest Mountain Region is home to 61,853 pilots and more than 15,500 based aircraft.

The economy in the Region is directly linked to air transportation. National and international passengers move daily between our major metropolitan regions, they vacation in desert climates and enjoying winter sport activities in the Rockies. In eastern Montana, aviation supports just-in-time deliveries of people and supplies to the Bakken oil field and provides a critical link to far away hospitals serving rural towns.

The FAA Northwest Mountain Region maintains a powerful, positive partnership with airport operators with a common goal of supporting vibrant local and regional economies. We have great staff in our Airport District Offices and in the Regional Office who are committed to our partnership to ensure that our system of airports remains the best in the nation.

To that end, we look forward to working with you over the next year to achieve the goals as set out in the RAP to ensure that "the runway remains the most important main street"[1] in your community.

Sarah P. Dalton
Manager, Airports Division

[1] Quote by Norm Crabtree, former Aviation Director – State of Ohio

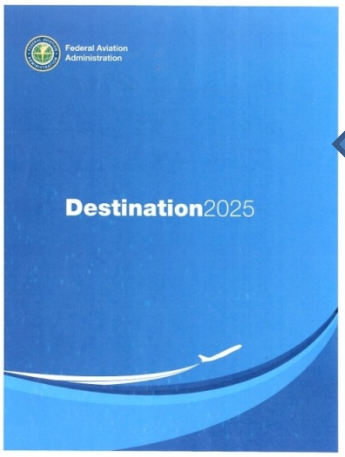
PLANNING and PROGRAMMING

Relationship to FAA *Destination 2025*, the FY 2015 Airport Business Plan and the 2015 Regional Airport Plan

The FAA's *Destination 2025* [2] Plan sets out agency goals to increase aviation safety and capacity, provide international leadership, and achieve organizational excellence.

The FAA Office of Airports (ARP) at FAA Headquarters generates its Business Plan for Airports which provides a bridge between the agency's plan and regional Airports Divisions. This guides the regions in setting their own goals and objectives.

The Regional Airport Plan (RAP) defines airport projects that contribute to *Destination 2025* and Airports Business Plan goals, and communicates our plan and progress to our customers.



2015 Business Plan (Office of Airports – FAA -DC)

2015 Work Plan (NW Mountain Region - FAA)

2015 Regional Airport Plan

Local Airport Master Plans

[2] ***Destination 2025*** is a replacement plan for the previous *Flight Plan*.

Role of Airports Division

Our mission statement defines the role of the Airports Division and is the foundation of the philosophy behind the RAP.

> ***"The mission of the organization is to provide leadership in planning and developing a safe and efficient national airport system to satisfy the needs of aviation interests of the United States, with due consideration for economics, environmental compatibility, local proprietary rights, and safeguarding the public investment."***

Focus Airports

Planned development discussed in this report is for 136 "focus" airports. Focus airports include certificated commercial service and general aviation (GA) airports with more than 75 based aircraft, however, the based aircraft criteria may be adjusted to 50 based aircraft for the 2016 RAP. Focus airports account for more than 70 percent of aircraft operations and 100 percent of enplaned passengers in our region. This report contains a list of the RAP's focus airports in the Appendix.

Project Selection

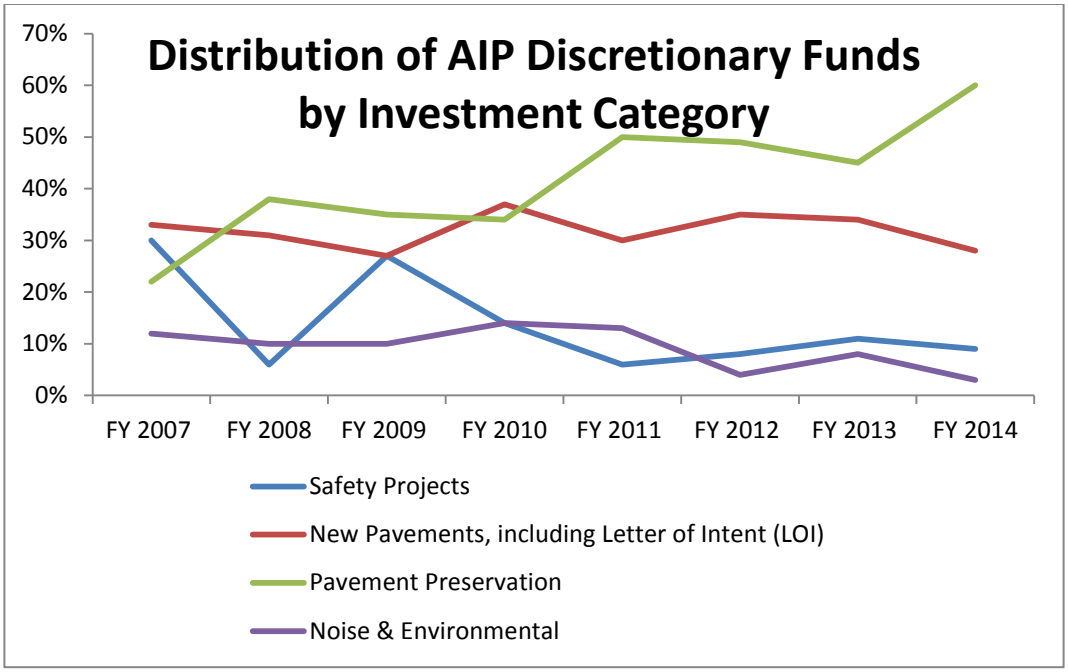
We develop the ACIP from master plans, state system plans, and sponsor proposals, as well as information obtained at joint planning conferences, and Part 139 recommendations. In this report, we highlight planned projects that support RAP initiatives. The development of a solid ACIP is the reason for much of our past collective successes and that success starts with good master planning efforts by our Airport Sponsors.

Funding

Although entitlements are the primary source of Airport Improvement Program (AIP) funding for airport development, Discretionary funding and State Apportionment funding is key to our ability to complete RAP initiatives.

To make strategic funding decisions on the use of AIP Discretionary funds, our Region employs an "AIP Board of Directors" approach. The Board consists of managers from the three Airports District Offices (ADOs) and the Planning, Environmental and Financial Programs Branch. The Board balances competing needs in a spirit of cooperation that considers the overall benefits and/or consequences to the Northwest Mountain Region's investment strategy.

In federal fiscal year 2014, this Region provided airports with nearly $171 million in AIP Discretionary funds. The following chart shows the actual distribution of AIP Discretionary funds by investment category and investment in pavement remains the focus of AIP Discretionary funds.



While the FAA Modernization and Reform Act of 2012 (Public Law 112-95), a four-year, $3.35 billion annual authorization created a reliable source of funding through 2015, the future remains unclear.

Good Planning Leads to Easier Project Delivery in Turbulent Financial Times

In the past, national discussions on the budget and spending bills and stop-gap measures such as continuing resolutions have caused disruptions in project funding, reduced cost efficiencies, and made project delivery extremely challenging for many airport sponsors.

Because the future is unclear, it is more important than ever before to have a strong master planning effort and an early environmental analysis of your plan and its projects.

Strong and careful planning ensures a thoroughly-supported set of project justifications and documentation of alternatives. Careful planning also ensures that local match funding will be available for the project(s).

Lastly, in turbulent financial times, airport sponsors can minimize the turbulence and avoid missed opportunities and wasteful rework by not only having a strong planning program, but also have projects that are ready to bid. Airport Sponsors with projects deemed “ready-to-go” must be able to show a strong linkage to the master plan recommendations, along with a completed environmental analysis.

OUR INVESTMENT STRATEGIES

Overview

The Northwest Mountain Region's investment strategy is in alignment the FAA's Destination 2025 Plan which aspires to: "Move to the Next Level of Safety," "Deliver Aviation Access Through Innovation," and "Sustain our Future."

Investment Strategy: Next Level of Safety

Even with the high levels of safety we have achieved in aviation, we continue to strive for enhancements. Further safety improvement are becoming more challenging and requires more innovative thinking, data collection, and analysis before we invest in safety solutions.

At the national level, there have been efforts to analyze accidents and incidents that occurred on or near airports, and where possible identify causes and actual or potential risks. Accidents and incidents have been placed in categories such as runway incursions, excursions, wildlife along with others. The goal is to take a risk-based approach to shaping future investment strategies when reaching for that next level of safety in leaner financial times.

Investment Strategy: Aviation Access Through Innovation

The Next Generation Airport Transportation System (NextGen), which includes Automatic Dependent Surveillance-Broadcast (ADS-B) and Performance-Based Navigation Procedures (PBN), is being deployed throughout the U.S.

In the Puget Sound region, the FAA's "Greener Skies" project allows aircraft to use Required Navigation Performance (RNP), resulting in more efficient flight paths with less fuel burn, air emissions, and noise. As a follow-on to that effort, the Puget Sound Regional Council's Airspace Optimization Study focuses on efficiencies and reliability of access to general aviation airports located in congested airspace. As the aviation community continues to deploy more sophisticated avionics in the cockpit, we need to ensure airports are prepared to accept those aircraft.

The benefits of Performance Based Navigation (PBN) are more fully realized if one has accurate airport and airspace data, clear approach and departure surfaces, and the airport meets design standards. In support of approaches with lower minimums, we continue to fund implementation of the Airport Geographic Information System (AGIS) so that high quality data can be easily updated by the Airport Sponsor and shared with the FAA's various lines of business. This improves data accuracy over time and in the future may lower the cost of the preparation of new master plans during the inventory phase of the master plan.

Investment Strategy: Sustain our Future

The FAA continues to support efforts to ensure sustainable airports because it makes good business sense. Our goal is to help ensure the economic viability and operational efficiency of the airports, help conserve natural resources when possible, and encourage airport sponsors to consider the social responsibilities of

the airport as an important public asset that supports local economies. In the future, we will also be focusing on ensuring that our airports are resilient in the face of climate change.

By funding sustainable airport master plans, we can reduce the effects of airport operations on neighboring communities through the Part 150 noise reduction program, and mitigation actions (pursuant to the National Environmental Policy Act). In addition, expect to see continuing emphasis on a multi-faceted environmental review, including sustainability, recycling (now required in master plans), Voluntary Airport Low Emission (VALE) programs, Leadership in Energy and Environmental Design (LEED) certification, and noise reduction. The VALE program is well underway, and we already encourage airports to meet LEED certification in all AIP-funded buildings, because the airports can expect lower operating costs and a reduced environmental impact, both in terms of construction and operation.

NEXT LEVEL OF SAFETY – Safety Improvements

Initiative

i. Complete Remaining Runway Safety Area (RSA) Improvements and Update RSA Determinations at Non-Part 139 Airports

Progress

We are very proud of the *20* plus year effort in constructing standard runway safety areas (RSAs) and the added factor of safety they bring to our flying public.

Of the 432 runway ends evaluated at Part 139 Airports used by air carriers, 92 were sub-standard. Of these 92, we have *completed 91* (Rocky Mountain Metro was completed in 2014). The remaining project at Friedman Memorial will be completed in 2015. When this last projected is completed, 100% percent of commercial passengers in the Northwest Mountain Region arrive and depart over runway ends that meet safety area standards.

In addition to the dimensional standards for runway safety areas, we continue to work with the Air Traffic Organization (ATO) to identify and remove or make frangible NAVAIDS that are currently in the safety area but not required to be there by 2017 at Part 139 airports. This includes many localizers and glide slope antennas, as well as power units and equipment shelters for NAVAIDS were it makes sense to do so.

Photo Courtesy of Rocky Mountain Metro (KBJC)

Runway Safety Area Inventory Determinations for non-Part 139 Airports are being

updated when an airport has runway construction, reconstruction, an extension, or there is a master plan or airport layout plan being updated. The goal is to ensure RSAs are improved as opportunities arise.

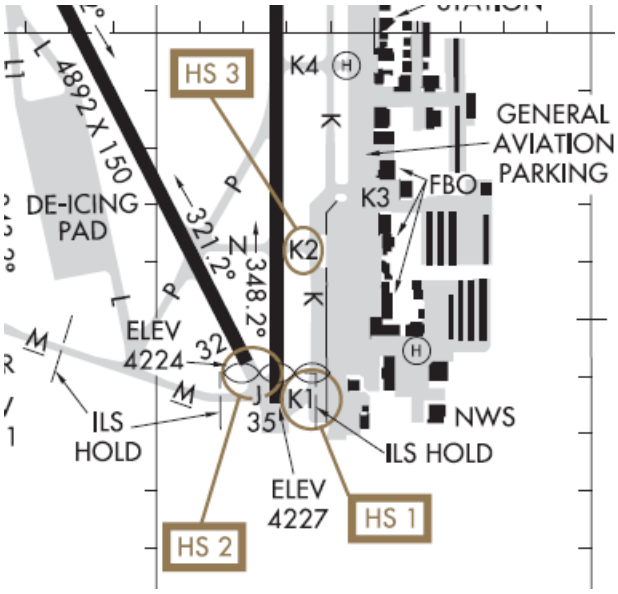
Initiative **ii. Runway Incursion Mitigation (RIM)**

Progress The 2012 release of Advisory Circular 150/5300-13A "Airport Design" included new standards and recommendations for the design of taxiways and aprons based on studies which concluded that certain designs were a contributing factor in many runway incursions and wrong runway takeoffs.

In an effort to continuously improve safety and apply a risk-based decision making approach to mitigating runway incursions, additional research has gone into taxiway geometry as part of a 10-year improvement program to identify and correct high-incident locations on airport taxiways.

Currently, the research has paired a GIS database and electronic map of runway incursions with surface incidents. Then the research coded those map locations to see if they were also locations of problematic taxiway geometry. Designated "Hot Spots" as listed in the Airport Facilities Directory, were also added.

In the initial national cut, a list of 140 airport locations with more than three runway incursions in a given year was compiled. Eight of these locations at four airports are located in the Northwest Mountain Region.



Of course, not all solutions will be pavement related; but where taxiway design creates confusion, an evaluation of that location is key to continuously improving safety.

There will be more to follow on this important topic. The Northwest Mountain Region's planners, engineers, and certification inspectors will continue to ensure that we actively work to reduce runway incursions in conjunction with our Airport Sponsors.

Initiative **iii. Replace Aircraft Rescue and Fire Fighting and Snow Removal Equipment**

Progress **Aircraft Rescue and Fire Fighting** - Title 14 CFR Part 139 specifies the type(s), required capabilities, and vehicle readiness of aircraft rescue and firefighting (ARFF) equipment based on an airport's ARFF Index.

Industry research has shown that ARFF vehicles have a 10-15 year service life. Our initiative was to help Airport Sponsors to plan for the replacement of primary ARFF vehicles before the end-of-useful life. In addition to age of the vehicle, we also consider factors such as airport activity levels and whether or not the airport has scheduled commercial service.

We continuously inventory and monitor the age of the required ARFF equipment. Between 2008 and 2014, we funded the replacement of approximately 43 primary ARFF trucks that exceeded 15 years of age.

Moving forward, this RAP Initiative will shift to a scheduled replacement effort and replace one to five vehicles per year (based on available funding) for the foreseeable future.

Courtesy of Helena Regional Airport

Progress

Snow Removal Equipment - Inherent in the title – "Northwest Mountain Region" is the term "mountain," which means snow and/or ice on movement surfaces. Runway contaminants such as snow, ice, slush, and water can decrease the level of safety.

Runway excursion rates during winter conditions remain a concern. To address the concern, the FAA made changes to the Advisory Circulars and NOTAM reporting to focus attention on improving how we manage Airport Winter Safety and Operations. The goal is to improve upon long-standing practices and apply state-of-the-art equipment and tools to maintain the highest level of safety.

By October 2016, changing requirements for snow and ice control procedures and plans may necessitate increased brooming (sweeping). The goal is to reduce or eliminate snow and ice contamination on runways that could lead to runway closures.

To respond to these future changing requirements, we have completed an assessment of equipment at Part 139 airports. This assessment revealed a shortage of high speed/high volume airport brooms and rotary blowers. Without this equipment, the ability to meet the future requirements may be challenging.

Our RAP Initiative is to program the purchase of eligible snow removal equipment by priority and based on current and future AIP funding availability. We encourage Airport Sponsors to review their equipment needs and update their five year CIP to meet the changing requirements.

Initiative **iv. Wildlife Hazard Mitigation**

Progress Until recently, the FAA focused its efforts to mitigate wildlife hazards to aircraft at airports serving air carriers. Pursuant to 14 CFR Part 139, Certification of Airports, airport operators are required to comply with certain safety and operational requirements, including requirements to prevent and mitigate wildlife hazards to aircraft. Specifically, Part 139.337 requires an airport sponsor to conduct a wildlife hazard assessment (WHA), or ecological study, when any of the following events occur on or near an airport:

1. An air carrier aircraft experiences multiple wildlife strikes;
2. An air carrier aircraft experiences substantial damage from striking wildlife. As used in this paragraph, substantial damage means damage or structural failure incurred by an aircraft that adversely affects the structural strength, performance, or flight characteristics of the aircraft and that would normally require major repair or replacement of the affected component;
3. An air carrier aircraft experiences an engine ingestion of wildlife; or
4. Wildlife of a size, or in numbers, capable of causing an event described in Part 139.337 is observed to have access to any airport flight pattern or aircraft movement area.

Since the wildlife incident with US Airways Flight 1549, the FAA has requested GA airports with more than 75,000 annual operations (or more than 100 based turbine powered aircraft), defined as Group 1 airports, to conduct WHA and as necessary, develop a wildlife hazard management plan (WHMP)

We are funding WHAs at all certificated airports and Group 1 GA airports on a voluntary basis. The following table lists the Group 1 GA airports with WHAs started or completed in FY 2014 and those planned or underway in FY 2015.

Initiated Year	Group 1 GA Airports Needing or Progressing on WHA	
	Location	Airport
2014	Bremerton, WA	Bremerton National
2014	Ephrata, WA	Ephrata Municipal
2014	Snohomish, WA	Harvey Field
2014	Scappoose, OR	Scappoose Industrial Airpark
2014	Klamath Falls, Ore	Klamath Falls
2014	Puyallup, WA	Pierce County – Thun Field
2015	Tacoma, WA	Tacoma Narrows
2015	Bend, OR	Bend Municipal
2015	Nampa, ID	Nampa Municipal

Initiative

v. Meet Design Standards for Larger and Faster Aircraft

Progress

A trend that is impacting some airports within the Region is the prevalence of larger, higher speed aircraft. At these airports, the original airport design did not foresee those aircraft in the fleet mix at the time the Airport was built or remodeled. Therefore, these airports will require considerable investment to accommodate the existing fleet mix.

We identify airports that no longer meet airport design standards for these larger and faster aircraft, or will not meet standards in the foreseeable future. Through this Initiative, we encourage airports to focus on higher-standard improvements to address the change in activity. These improvement projects require long-range planning and can be expensive to complete, such as increased runway-taxiway separation and expanded runway safety areas.

If an airport fits into this category, we encourage airport sponsors to analyze the economic drivers and growth trends (e.g. nearby resorts, recreational opportunities, centers of business, etc.) to determine if the activity will be sustained.
The optimal time to begin a planning study is when operations by the critical aircraft (defined as the largest and fastest aircraft, or group of aircraft that use the airport on a regular basis), are 500 or more annual itinerate or local operations.

Once the demand is justified, we recommend the sponsor develop a master plan for how the airport will meet increased design standards and anticipated demand.

Among other things, the master plan and the airport layout plan must identify the non-standard condition(s). The Airport Capital Improvement Plan must show the mitigation project(s) and the year when that project or group of projects will be initiated. In the meantime, it is important that all FAA publications for the airport correctly present operational conditions at the airport, such as correct declared distance tables.

AVIATION ACCESS THROUGH INNOVATION

Performance Based Navigation

Initiative

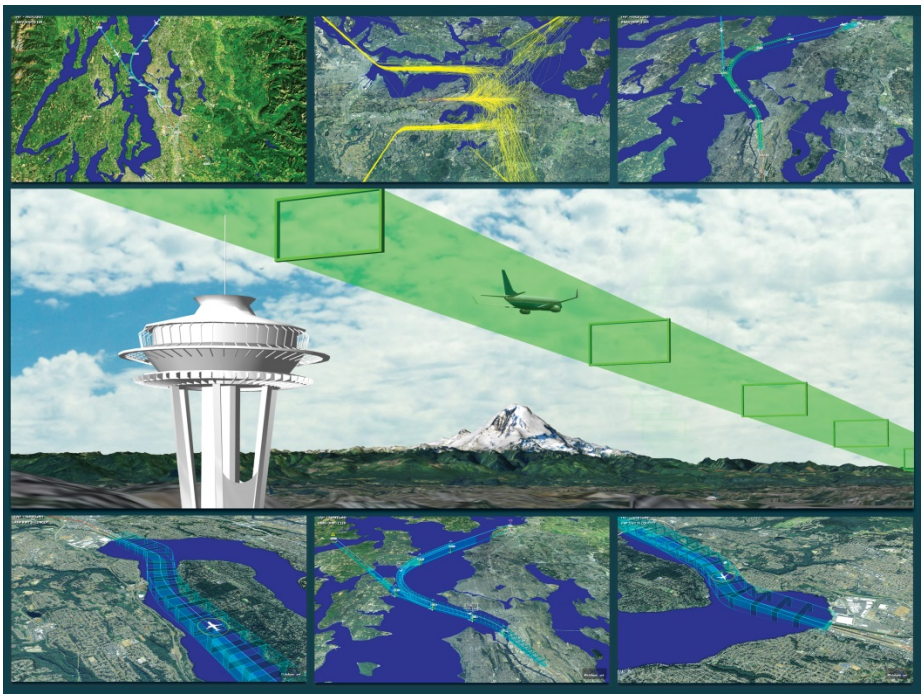
i. Develop Next Steps and Strategies to Optimize the Airspace

Progress

We are increasing access to airports through advancing navigation technology for greater numbers of properly equipped aircraft capable of using the new Performance Based Navigation (PBN) procedures. Airports can improve access by meeting airport design standards to accommodate more precision NextGen-type technologies.

In 2013, our partners at the Puget Sound Regional Council (PSRC) completed a FAA-funded Phase I study to prepare the general aviation (GA) airport community for NextGen-type technologies. The study determined existing and future assets needed to support NextGen, particularly for PBN including LPV and, where beneficial, Required Navigation Performance (RNP). The study identified gaps and made recommendations on what can be done to enhance access.

A follow-on Phase II study titled the NextGen Airspace Optimization Study is underway. The objective of this study is to develop actionable items that can improve on the safety, reliability and access to the airspace in the Puget Sound Region. The study will be completed late 2015.



Initiative

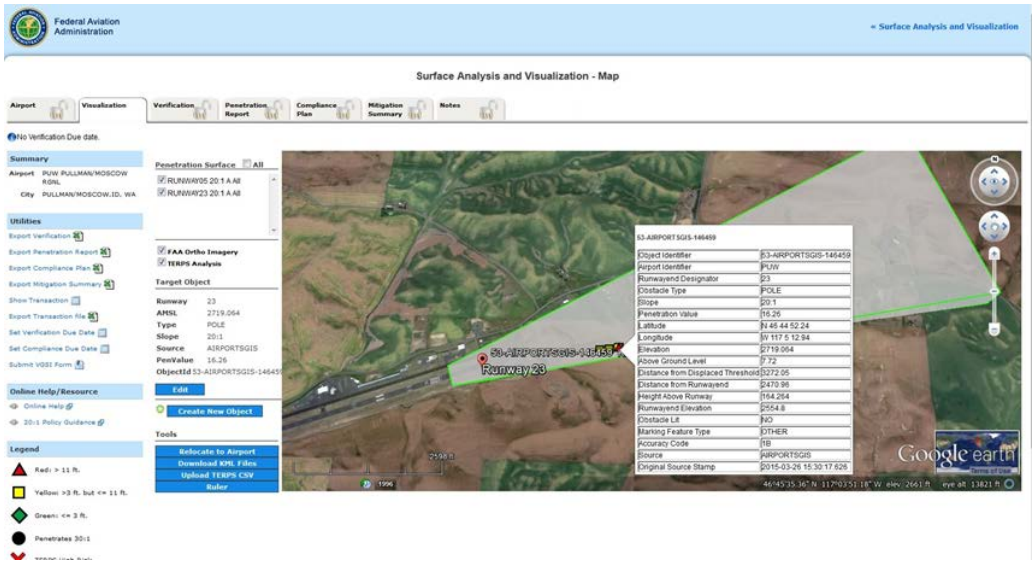
ii. Obtain Survey Grade Airport Data for Input into Airports GIS to Design Better Approach and Departure Procedures and Populate an Airport Sponsor's Aeronautical Survey Data Set

Progress

The Northwest Mountain Region continues to collect aeronautical survey data in accordance with FAA's AGIS Transition Policy. Initial steps for the RAP initiative were to collect full AGIS data sets at select pilot program airports in FY2010 and to initiate full data collection efforts at the Region's Core 30 airports: Denver International Airport (DEN), Salt Lake City International Airport (SLC), and Seattle-Tacoma International Airport (SEA).

The Region is currently ensuring all projects at all Part 139 and Towered airports include AGIS data collection and data maintenance requirements. At other airports in the Region, we are currently ensuring all projects with safety critical data include AGIS data collection and data maintenance requirements.

In addition to AGIS requirements for most airport design and construction projects, the Region encourages airport sponsors to include aeronautical survey data collection and data maintenance into the scope of work for all airport master plans and airport layout plan updates. For projects at non-Part 139 and non-towered airports that do not affect safety critical data, we encourage airports to meet AGIS data collection and data maintenance requirements.



AGIS Application: 20:1 Visualization Tool

Approximately 50 percent of all Northwest Mountain Region airports have at least one project with AGIS survey data. However, most airports within the Region do not have full AGIS data sets that enable both NextGen and enhanced planning capabilities. Progress on this initiative is increasing as airport sponsors recognize the value of collecting and maintaining accurate aeronautical survey data, and applying its utility in better Instrument Flight Procedure (IFP) minima and enhanced planning and decision making.

SUSTAIN OUR FUTURE

Overview of Sustainability in the Region

The term "sustainability" as it applies to Airports in the Northwest Mountain Region refers to a holistic approach to managing an airport to ensure the **economic viability**, **operational efficiency**, **natural resource conservation,** and **social responsibility** of the airport.

Once considered an "environmental" initiative, it is now considered a way of doing business. In the Northwest Mountain Region, we have been working with our airport sponsors to encourage the integration of sustainability into their everyday activities.

Sustainability is not a new concept or initiative in the Northwest Mountain Region as we have implemented numerous projects/programs such as the Voluntary Airport Low Emission vehicle program, the National Environmental Policy Act, and noise insulation programs (under 14 CFR Part 150). These programs are now all part of the broader FAA approach towards encouraging sustainable practices at airport.

The subsections below highlight a few ongoing sustainability initiatives in the Northwest Mountain Region. The goal is to ensure that our airports meet the needs of the present, without compromising the ability of future generations to meet their needs.

Initiative

i. Fund Airport Sustainability Plans to Ensure Airports Can Meet Present and Future Needs

Progress

Between 2010 and 2013, the Northwest Mountain Region issued grants to eight airports in the Region for the development of Sustainable Master Plans or Sustainability Plans. The Renton and Denver Airport sustainability plans were completed as part of the pilot program. Many lessons have been learned from those efforts.

Airport Sustainability continues to garner focus at the Regional level and to that end; the Northwest Mountain Region continues to fund airport Sustainability Planning grants. The following airports have received planning grants and are developing their plans:

Seattle-Tacoma International Airport (Sustainability Master Plan)
Bert Mooney Airport, Butte, MT (Airport Sustainability Plan)
Salt Lake City International Airport (Airport Sustainability Plan)
Colorado Department of Transportation, Division of Aeronautics (Airport Sustainability Plan)

Coeur d'Alene Airport, Coeur d'Alene, ID (Airport Sustainability Plan)
Cheyenne Regional Airport, Cheyenne, WY (Airport Sustainability Plan)

We will continue to assist airports with their sustainability efforts in the following areas (and others):

A. Preservation of runway pavements
B. Improve environmental compliance through the use of the Environmental Management System Plan-Do-Check-Review cycle
C. Increase energy efficiency
D. Reduce landfill waste volumes through recycling/reuse/reduction programs (now required in master plans)
E. Reduce emissions
F. Encourage total project cost analysis vs. capital cost analysis
G. Enhance community outreach and participation
H. Inform national guidance on the sustainability planning

Initiative **ii. Preserve Pavement and Infrastructure Investments**

Progress The Region has a long standing tradition of preserving the integrity our airport pavements. Our current goal is to have at least 93% of our Regions pavement in fair, good or excellent condition, In fact, making sure that past infrastructure investments are protected by managing pavement lifecycles is one key to insuring that airports remain sustainable from a cost perspective and help Airport Sponsors to meet federal Grant Assurance 11 – Pavement Preventive Maintenance, and Grant Assurance 19 – Operation and Maintenance.

We will continue to direct AIP funding for pavement reconstruction projects as identified in the Airport Capital Improvement Program with specific attention to runway pavements, where the pavement condition index is less than 65.

Initiative **iii. Reduce Exposure to Aircraft Noise**

Progress We continue to support approved Part 150 noise compatibility programs (NCPs) to reduce the number of people exposed to significant aircraft noise.

Successful implementation of noise compatibility programs over the years have reduced the number of people remaining within the 65 DNL. Additionally, trends such as jet aircraft manufacturers focusing more intently on developing quieter engines and airframes, changes in the airline industry and fleet mix, and in some cases, a reduction in air service have resulted in less noise around airports.

The Region remains committed to helping airports continue their long term focus on meeting their social responsibilities as important local economic

engines. To that end, the following table shows status and number of people benefitting from NCPs in the Northwest Mountain Region.

Location	Date of Last Approved Noise Compatibility Plan	Status of Current Part 150	Next Part 150 Completion Year (pending funding)	No. of Eligible People[1] to Benefit from AIP Funding (w/in 65 DNL) Based on Published Noise Map	No. of People Remaining and Still Eligible (w/in 65 DNL) in NCP
Seattle, WA	2014	Completed		31,000[2]	5,500[2]
Jackson Hole, WY	2004	Completed	Underway	TBD	TBD
Boeing Field, WA	2005	Completed	Evaluating in MP Update	TBD in 2016[2]	TBD in 2016[2]
Boise, ID	2006	Completed	Underway	TBD	TBD
Great Falls, MT	2007	Completed	2015	0[3]	0
Centennial, CO	2008	Completed	2016 (NEM)	167	167

1 Does not include people benefiting from prior NCPs.

2 Number of people w/in 65 DNL; eligibility to be determined based on interior noise levels.

[3]F-18's have been replaced by C-17 reducing the noise expose footprint.

Initiative

iv. Reduce Emissions

Progress

We encourage and solicit Voluntary Airport Low Emission (VALE) and energy efficiency applications for viable projects supporting this initiative.

The VALE program is a national program designed to reduce all sources of airport ground emissions. Congress created the program in 2004 to help airport sponsors located in non-attainment or maintenance areas to meet their state-related air quality responsibilities under the Clean Air Act. It is partially funded through the Airport Improvement Program and Passenger Facility Charges. The following airports are eligible for consideration because they are located within non-attainment or maintenance areas.

City, ST	Airport Name
Denver, CO	Denver International Airport
Colorado Springs, CO	City of Colorado Springs Municipal Airport
Aspen, CO	Aspen-Pitkin County/Sardy Field
Fort Collins, CO	Fort Collins-Loveland Municipal
Boise, ID	Boise Air Terminal/Gowen Field
Butte, MT	Bert Mooney Airport
Portland, OR	Portland International Airport
Eugene, OR	Mahlon Sweet Field
Medford, OR	Rogue Valley International
Spokane, WA	Spokane International Airport
Klamath Falls, OR	Klamath Falls Airport
Seattle, WA	Seattle-Tacoma International Airport

VALE grants were issued to Denver International Airport (preconditioned air and electrification), Portland International (compressed natural gas buses) and Seattle-Tacoma International (ground service equipment infrastructure) in FY 2014, and Boise, ID (preconditioned air) in FY 2015. We continue to soliticing

interest for FY 2016 projects.

In addition, the new Airport Improvement Program (AIP) Handbook allows funding for eligible energy efficiency projects. Therefore, Northwest Mountain Region will be soliticing interest from Airport Sponsors for potential grants in FY 2015 and 2016.

Focus Airports

Fiscal Year 2015

State of Colorado

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
AKO	COLORADO PLAINS REGIONAL	AKRON		GA	No	No
ALS	SAN LUIS VALLEY REGIONAL/BERGMAN FIELD	ALAMOSA		CS	Yes	No
ASE	ASPEN-PITKIN CO/SARDY FIELD	ASPEN	N	P	Yes	Yes
BDU	BOULDER MUNI	BOULDER		GA	No	Yes
BJC	ROCKY MOUNTAIN METROPOLITAN	BROOMFIELD		R	No	Yes
1V6	FREMONT COUNTY	CANON CITY		GA	No	Yes
COS	CITY OF COLORADO SPRINGS MUNI	COLORADO SPRINGS	S	P	Yes	Yes
00V	MEADOW LAKE	COLORADO SPRINGS		R	No	Yes
CEZ	CORTEZ MUNI	CORTEZ		CS	Yes	No
DEN	DENVER INTL	DENVER	L	P	Yes	No
DRO	DURANGO-LA PLATA COUNTY	DURANGO	N	P	Yes	No
EGE	EAGLE COUNTY REGIONAL	EAGLE	N	P	Yes	Yes
APA	CENTENNIAL	ENGLEWOOD		R	No	Yes
EIK	ERIE MUNICIPAL	ERIE		GA	No	Yes
FNL	FORT COLLINS-LOVELAND MUNI	FORT COLLINS/LOVELAND	N	P	Yes	Yes
GJT	WALKER FIELD	GRAND JUNCTION	N	P	Yes	Yes
GXY	GREELEY-WELD COUNTY	GREELEY		GA	No	Yes
GUC	GUNNISON-CRESTED BUTTE REGIONAL	GUNNISON	N	P	Yes	No
HDN	YAMPA VALLEY	HAYDEN	N	P	Yes	No
LMO	VANCE BRAND	LONGMONT		GA	No	Yes
MTJ	MONTROSE REGIONAL	MONTROSE	N	P	Yes	No
PSO	STEVENS FIELD	PAGOSA SPRINGS		GA	No	No
PUB	PUEBLO MEMORIAL	PUEBLO		CS	Yes	No
SBS	STEAMBOAT SPRINGS/BOB ADAMS FIELD	STEAMBOAT SPRINGS		GA	No	Yes
TEX	TELLURIDE REGIONAL	TELLURIDE		CS	Yes	No
FTG	FRONT RANGE	WATKINS		R	No	Yes

Total P (L, M, S Hub):	2
Total P (Non-Hub):	8
Total CS:	4
Total GA and R:	12
Total:	26

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2015

State of Idaho

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
PIH	POCATELLO REGIONAL	ARBON VALLEY	N	P	Yes	No
BOI	BOISE AIR TERMINAL/GOWEN FLD	BOISE	S	P	Yes	Yes
EUL	CALDWELL INDUSTRIAL	CALDWELL (BOISE)		R	No	Yes
DIJ	DRIGGS-REED MEMORIAL	DRIGGS		GA	No	Yes
GNG	GOODING MUNICIPAL	GOODING		GA	No	Yes
SUN	FRIEDMAN MEMORIAL	HAILEY	N	P	Yes	Yes
COE	COEUR D'ALENE AIR TERMINAL	HAYDEN LAKE		GA	Yes	Yes
IDA	IDAHO FALLS REGIONAL	IDAHO FALLS	N	P	Yes	Yes
LWS	LEWISTON-NEZ PERCE COUNTY	LEWISTON	N	P	Yes	Yes
MYL	MCCALL MUNICIPAL	MCCALL		GA	No	Yes
S67	NAMPA MUNICIPAL	NAMPA		GA	No	Yes
TWF	JOSLIN FIELD - MAGIC VALLEY RGNL	TWIN FALLS	N	P	Yes	Yes

Total P (L, M, S Hub):	1
Total P (Non-Hub):	5
Total CS:	0
Total GA and R:	6
Total:	12

State of Montana

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
BIL	BILLINGS LOGAN INTL	BILLINGS	S	P	Yes	Yes
BZN	GALLATIN FIELD	BOZEMAN	S	P	Yes	Yes
BTM	BERT MOONEY	BUTTE	N	P	Yes	No
GGW	WOKAL FIELD/GLASGOW INTERNATIONAL	GLASGOW		GA	No	No
GDV	DAWSON COMMUNITY	GLENDIVE		GA	No	No
GTF	GREAT FALLS INTERNATIONAL	GREAT FALLS	N	P	Yes	No
6S5	RAVALLI COUNTY	HAMILTON		GA	No	Yes
HVR	HAVRE CITY-COUNTY	HAVRE		GA	Yes	No
HLN	HELENA REGIONAL	HELENA	N	P	Yes	Yes
GPI	GLACIER PARK INTERNATIONAL	KALISPELL	N	P	Yes	Yes
6S8	LAUREL MUNICIPAL	LAUREL		GA	No	Yes
LWT	LEWISTOWN MUNICIPAL	LEWISTOWN		GA	Yes	No
MLS	FRANK WILEY FIELD	MILES CITY		GA	No	No
MSO	MISSOULA INTERNATIONAL	MISSOULA	N	P	Yes	Yes
SDY	SIDNEY-RICHLAND MUNICIPAL	SIDNEY	N	P	Yes	No
WYS	YELLOWSTONE	WEST YELLOWSTONE		CS	Yes	No
OLF	L M CLAYTON	WOLF POINT		CS	Yes	No

Total P (L, M, S Hub):	2
Total P (Non-Hub):	6
Total CS:	2
Total GA and R:	7
Total:	17

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2013

State of Oregon

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
S03	ASHLAND MUNI-SUMNER PARKER FIELD	ASHLAND		GA	No	No
AST	ASTORIA REGIONAL	ASTORIA		GA	No	No
UAO	AURORA STATE	AURORA		GA	No	Yes
BDN	BEND MUNICIPAL	BEND		GA	No	Yes
CVO	CORVALLIS MUNICIPAL	CORVALLIS		GA	No	Yes
77S	HOBBY FIELD	CRESWELL		GA	No	Yes
EUG	MAHLON SWEET FIELD	EUGENE	S	P	Yes	Yes
3S8	GRANTS PASS	GRANTS PASS		GA	No	Yes
4S2	KEN JERNSTEDT AIRFIELD	HOOD RIVER		GA	No	No
7S5	INDEPENDENCE STATE	INDEPENDENCE		GA	No	Yes
LMT	KLAMATH FALLS INTERNATIONAL	KLAMATH FALLS	N	P	Yes	Yes
MMV	MC MINNVILLE MUNI	MC MINNVILLE		GA	No	Yes
MFR	ROGUE VALLEY INTERNATIONAL - MEDFORD	MEDFORD	N	P	Yes	Yes
ONP	NEWPORT MUNICIPAL	NEWPORT		GA	Yes	No
OTH	NORTH BEND MUNICIPAL	NORTH BEND	N	P	Yes	No
ONO	ONTARIO MUNICIPAL	ONTARIO		GA	No	No
PDT	EASTERN OREGON REGIONAL AT PENDLETON	PENDLETON		CS	Yes	Yes
PDX	PORTLAND INTERNATIONAL	PORTLAND	L	P	Yes	No
HIO	PORTLAND-HILLSBORO	PORTLAND		R	No	Yes
TTD	PORTLAND-TROUTDALE	PORTLAND		R	No	Yes
S39	PRINEVILLE	PRINEVILLE		GA	No	Yes
RDM	ROBERTS FIELD	REDMOND	N	P	Yes	Yes
RBG	ROSEBURG REGIONAL	ROSEBURG		GA	No	Yes
SLE	MCNARY FIELD	SALEM		GA	Yes	Yes
SPB	SCAPPOOSE INDUSTRIAL AIRPARK	SCAPPOOSE		GA	No	Yes

Total P (L, M, S Hub):	2
Total P (Non-Hub):	4
Total CS:	1
Total GA and R:	18
Total:	25

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2015

State of Utah

ID	Airport Name	City		Hub Size	Service Level	Part 139	>74 AC
BMC	BRIGHAM CITY	BRIGHAM CITY			GA	No	Yes
BCE	BRYCE CANYON	BRYCE CANYON			GA	No	No
CDC	CEDAR CITY MUNI	CEDAR CITY	N		P	Yes	No
36U	HEBER CITY MUNICIPAL/RUSS McDONALD FIELD	HEBER			GA	No	Yes
LGU	LOGAN-CACHE	LOGAN			GA	No	Yes
CNY	CANYONLANDS FIELD	MOAB			CS	No	No
OGD	OGDEN-HINCKLEY	OGDEN			CS	Yes	Yes
PVU	PROVO MUNI	PROVO	N		P	Yes	Yes
SLC	SALT LAKE CITY INTL	SALT LAKE CITY		L	P	Yes	Yes
U42	SALT LAKE CITY MUNICIPAL 2	SALT LAKE CITY			R	No	Yes
U77	SPANISH FORK-SPRINGVILLE	SPANISH FORK			GA	No	Yes
SGU	ST GEORGE MUNI	ST GEORGE		N	P	Yes	Yes
VEL	VERNAL	VERNAL			CS	Yes	No
ENV	WENDOVER	WENDOVER			GA	Yes	No

Total P (L, M, S Hub):	1
Total P (Non-Hub):	3
Total CS:	3
Total GA and R:	7
Total:	14

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2015

State of Washington

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
AWO	ARLINGTON MUNICIPAL	ARLINGTON		GA	No	Yes
S50	AUBURN MUNICIPAL	AUBURN		R	No	Yes
BLI	BELLINGHAM INTL	BELLINGHAM	S	P	Yes	Yes
PWT	BREMERTON NATIONAL	BREMERTON		GA	No	Yes
BVS	SKAGIT REGIONAL/BAY VIEW	BURLINGTON/MOUNT VERNON		GA	No	Yes
CLS	CHEHALIS-CENTRALIA	CHEHALIS		GA	No	Yes
DEW	DEER PARK	DEER PARK		GA	No	Yes
EAT	PANGBORN MEMORIAL	EAST WENATCHEE	N	P	Yes	Yes
ORS	ORCAS ISLAND	EASTSOUND		CS	No	Yes
PAE	SNOHOMISH COUNTY (PAINE FLD)	EVERETT		R	Yes	Yes
FHR	FRIDAY HARBOR	FRIDAY HARBOR	N	P	No	Yes
KLS	KELSO-LONGVIEW	KELSO		GA	No	No
MWH	GRANT COUNTY	MOSES LAKE		GA	Yes	No
OLM	OLYMPIA	OLYMPIA		GA	Yes	Yes
PSC	TRI-CITIES	PASCO	N	P	Yes	Yes
CLM	WILLIAM R FAIRCHILD INTERNATIONAL	PORT ANGELES		GA	Yes	Yes
0S9	JEFFERSON COUNTY INTERNATIONAL	PORT TOWNSEND		GA	No	Yes
PUW	PULLMAN/MOSCOW REGIONAL	PULLMAN	N	P	Yes	No
PLU	PIERCE COUNTY - THUN FIELD	PUYALLUP		GA	No	Yes
RNT	RENTON MUNICIPAL	RENTON		R	No	Yes
RLD	RICHLAND	RICHLAND		GA	No	Yes
BFI	BOEING FIELD/KING COUNTY INTL	SEATTLE	N	P	Yes	Yes
SEA	SEATTLE-TACOMA INTL	SEATTLE	L	P	Yes	No
SHN	SANDERSON FIELD	SHELTON		GA	No	No
SFF	FELTS FIELD	SPOKANE		R	No	Yes
GEG	SPOKANE INTL	SPOKANE	S	P	Yes	Yes
TIW	TACOMA NARROWS	TACOMA		GA	No	Yes
VUO	PEARSON AIRPARK	VANCOUVER		GA	No	Yes
ALW	WALLA WALLA REGIONAL	WALLA WALLA	N	P	Yes	Yes
YKM	YAKIMA AIR TERMINAL	YAKIMA	N	P	Yes	Yes

Total P (L, M, S Hub):	3
Total P (Non-Hub):	7
Total CS:	1
Total GA and R:	19
Total:	30

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever

Focus Airports

Fiscal Year 2015

State of Wyoming

ID	Airport Name	City	Hub Size	Service Level	Part 139	>74 AC
AFO	AFTON MUNICIPAL	AFTON		GA	No	No
CPR	NATRONA COUNTY INTL	CASPER	N	P	Yes	Yes
CYS	CHEYENNE	CHEYENNE	N	P	Yes	Yes
COD	YELLOWSTONE REGIONAL	CODY	N	P	Yes	No
EVW	EVANSTON-UINTA COUNTY BURNS FIELD	EVANSTON		GA	No	No
GCC	GILLETTE-CAMPBELL COUNTY	GILLETTE	N	P	Yes	No
JAC	JACKSON HOLE	JACKSON	N	P	Yes	No
LAR	LARAMIE REGIONAL	LARAMIE		CS	Yes	No
RIW	RIVERTON REGIONAL	RIVERTON	N	P	Yes	No
RKS	ROCK SPRINGS-SWEETWATER COUNTY	ROCK SPRINGS	N	P	Yes	No
SHR	SHERIDAN COUNTY	SHERIDAN	N	P	Yes	No
WRL	WORLAND MUNICIPAL	WORLAND		CS	Yes	No

Total P (L, M, S Hub):	0
Total P (Non-Hub):	8
Total CS:	2
Total GA and R:	2
Total:	12

Totals for Region

Total P (L, M, S Hub):	11
Total P (Non-Hub):	41
Total CS:	13
Total GA and RL:	71
Total:	136

P=Primary
CS=Commercial Service
GA=General Aviation
R=Reliever